

SEMINOLE COUNTY GOVERNMENT AGENDA MEMORANDUM

SUBJECT: Authorize a Resolution To Provide Matching Funds For The LYNX U.S. 17-92 Link 103 (Fern Park to Seminole Center) Service Development Grant

DEPARTMENT: Planning and Development **DIVISION:** Planning

AUTHORIZED BY: Dori DeBord

CONTACT: Dick Boyer

EXT: 7382

MOTION/RECOMMENDATION:

Approve and authorize the Chairman to execute a resolution to provide matching funds to LYNX to initiate Link 103 (US 17-92 between Fern Park and Seminole Center) starting in FY 2009/2010 or FY 2010/2011.

County-wide

Dick Boyer

BACKGROUND:

A Florida Department of Transportation (FDOT) Service Development Grant (Grant) offers the opportunity to increase the frequency of service along US 17-92 between Fern Park and Seminole Center, just north of Lake Mary Blvd. Under such a grant, the State pays half of the operational costs for the initial two years with the County contributing the other half. The County takes over full payment beginning with the third year of service. The Applicant for the Grant will be the Central Florida Regional Transportation Authority (LYNX) with the funding sponsor being Seminole County.

US 17-92 is currently served by Link 39 running from Orlando to Seminole Center just north of Lake Mary Blvd. LYNX is proposing to break the current route into two new-named routes: Link 102 and Link 103. (See attached map). Link 102, coming from Orlando to the Fern Park/Oxford stop, is proposed to have a 15 minute frequency (headway). The grant request is to increase the frequency of buses serving the proposed Link 103 from every 30 minutes to either every 20 or every 15 minutes. The current experience of LYNX with increasing frequency from 30 minutes to 20 or 15 is a significant increase in ridership.

Application for the Grant requires a copy of the funding sponsor's resolution to provide funds if the project is to be considered by FDOT. The grant application must be submitted by LYNX to FDOT by June 2, 2008. Due to the uncertainty for all parties of the availability of future funding but not wanting to miss an opportunity to significantly improve transit service in the US 17-92 corridor, FDOT will accept a resolution containing an "out" clause should the Board find that funding the start up of a new route is not financially feasible at the point in time the grant agreement must be signed (see attached resolution).

The estimated County matching dollars for each of the first two years and the County's full funding for the third year are summarized below and detailed in the attached tables. (See attached Summary Cost Table and US 17-92 Link 103 Full Cost Tables). An opinion has been requested as to the feasibility of employing Tax Increment Funds (TIF) as a possible source of matching dollars.

If Seminole's Grant application is selected and FDOT approves and funds the Grant, LYNX will include the each year's match as part of the Seminole County's Annual Service Funding Agreement. Announcement of Grant awards is expected by October 2008. The estimated starting date for the new service could be as early as December of 2009, however, this can be delayed till 2010 pending the availability of dollars and transit needs.

The proposed US 17-92 Link 103 would be a significant addition to the County's transit service program and support three County initiatives:

US 17-92 Mixed Development Corridor - As a part of its Evaluation and Appraisal Report (EAR)-based Comprehensive Plan amendments, Seminole County is proposing to amend its Comprehensive Plan by modifying an existing future land use (FLU) called Mixed Development (MXD). The MXD was originally limited in scope, but will now allow a greater variety of projects, and will include density and intensity incentives to encourage green building and construction of attainable ("workforce") housing units. Seminole County is also proposing to amend its Future Land Use Map to redesignate as "MXD" the unincorporated properties along the U.S. 17-92 corridor currently assigned a FLU of Commercial. The MXD designation will allow residential units in this location where previously those uses were very limited, and will allow for higher intensities of nonresidential development. In addition, the MXD designation will emphasize the mixing of commercial/retail activities with multifamily residential units. The proposed amendment consists of 256 parcels covering a total of 356 acres. More frequent transit headways can support this effort to ensure that development takes place within the urban area, and reduce development pressures on the East Rural Area.

US 17-92 Community Redevelopment Areas - The US 17-92 CRA 2006 Corridor Strategy accepted by the Board of County Commissioners recommended the change in land use designation to support redevelopment efforts. The establishment of this future land use in conjunction with the future development of other Community Redevelopment Area (CRA) properties along this corridor may create impacts on the current level of service for the roadway network serving the corridor. Increased frequency of transit service can offset potential impacts to the roadways.

US 17-92 Transportation Concurrency Exception Area - To better deal with the issue of potential impacts to roadway service, the County is also seeking to establish a Transportation Concurrency Exception Area (TCEA) extending from the southern border of the County approximately 15 miles north along U.S. 17-92 to the shore of Lake Monroe. The TCEA will need to be supported by expanding the transit opportunities along corridor in the form of additional bus service, as well as performance standards for redevelopment that support transit use and pedestrians, and adjacent network improvements, primarily in the form of commuter rail.

STAFF RECOMMENDATION:

Staff recommends that the Board approve and authorize the Chairman to execute a resolution to provide matching funds to LYNX to initiate the US 17-92 Link 103 increased frequency starting in FY 2009/2010 or FY 2010/11.

ATTACHMENTS:

1. Map of Proposed Link 103
2. Resolution
3. Summary Cost Table
4. US 17-92 Link 103 Full Cost Tables

Additionally Reviewed By:

- ☒ Budget Review (Karen Huffman, Lisa Spriggs)
- ☒ County Attorney Review (Arnold Schneider)
- ☒ Revenue Review (Cecilia Monti, Lisa Spriggs)

Proposed FDOT Grant Match: New Link 103 - US 17-92

Legend



Commuter Rail Stop



Proposed Link 103

New Link 103

Improved headway of every 15 or 20 minutes,
from current 30 minutes between Fern Park
Stop and Seminole Center Super Stop
at WalMart

New Link 102

THE FOLLOWING RESOLUTION WAS ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA AT THEIR REGULARLY SCHEDULED MEETING OF _____, 2008.

WHEREAS, The Board of County Commissioners (the "Board") of Seminole County, Florida (the "County") finds that enhancement of public transportation services is an effective means of reducing and controlling the congestion of an already overburdened road system; and

WHEREAS, residents of the County use and depend on the bus services provided by CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY (LYNX) through an interlocal agreement between the County and the LYNX; and

WHEREAS, the Board and LYNX are considering expansion of the bus service provided in Seminole County to be designated as Link 103 (US 17-92 between Fern Park and Seminole Center), contingent upon the availability of Florida Department of Transportation Service Development Grant funding to LYNX; and

WHEREAS, the Seminole County Board of County Commissioners, contingent upon revenue availability, supports provision of local funds to match the Florida Department of Transportation (FDOT) Service Development Grant funds proposed to provide service on the US 17-92 Link 103 commencing fiscal year 2009-2010;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA, THAT:

Section 1. The above recitals and findings are true and correct and form a material part of this Resolution.

Section 2. The Board hereby expresses its support for implementation of the Link 103 (US 17-92 between Fern Park and Seminole Center) service by LYNX in Seminole County, subject to availability of sufficient grant funding and urges LYNX to pursue development of such service.

Section 3. The Board is supportive of the concept of providing sufficient, locally generated matching funds for the Link 103 (US 17-92 between Fern Park and Seminole Center) service; the amount of such matching funds to be subsequently determined

subject to the availability and amount of State grant funding obtained by LYNX.

Section 4. This Resolution shall take effect immediately upon its approval by the Board and execution by the Chairman.

ADOPTED this _____ day of _____, 2008.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY, FLORIDA

MARYANNE MORSE
Clerk to the Board of
County Commissioners of
Seminole County, Florida

By: _____
Brenda Carey, Chairman

Original County Attorney:

Proposed Service Link 103 - Fern Park to Sanford

Summary Cost Table

New Link		103	FDOT FY 2010 (7/1/09 - 6/30/10)			
Pattern		Fern Park - Sanford				
		Base 30 Minutes		20 Minute Increment		15 Minute Increment
County Pays		\$780,420	plus 1/2 increment	\$ 107,804	or	\$ 215,608
First Year - FY 2009/10 Full County Payment				\$888,224	or	\$996,028

County Pays	\$811,637	plus 1/2 increment	\$ 112,116	or	\$ 224,232
Second Year - FY 2010/11 Full County Payment			\$923,753	or	\$1,035,869

County Pays	\$844,102	plus full increment	\$ 233,202	or	\$ 466,403
Third Year - FY 2011/12 Full County Payment			\$1,077,304	or	\$1,310,506

*Note: Table shows earliest start date for the new service (late 2009).
The increased service start could be delayed until 2010 or early 2011.*

Proposed Service Link 103 - Fern Park to Sanford

New Link		103	FDOT FY 2010 (7/1/09 - 6/30/10)			
Pattern		Fern Park - Sanford				1st Year
		FY 2010	FY 2010	FY 2010	FY 2010	FY 2010
		Base 30 Minutes	20 Minute Total	20 Minute Increment	15 Minute Total	15 Minute Increment
Weekday						
	Revenue Hours	34	47	13	60	26
	Revenue Miles	408	564	156	720	312
	Peak Buses	2	3	1	4	2
Saturday						
	Revenue Hours	32	32	0	32	0
	Revenue Miles	384	384	0	384	0
	Peak Buses	2	2	0	2	0
Sunday						
	Revenue Hours	28	28	0	28	0
	Revenue Miles	336	336	0	336	0
	Peak Buses	2	2	0	2	0
Annual						
	Revenue Hours	11,952	15,254	3,302	18,556	6,604
	Revenue Miles	143,424	183,048	39,624	222,672	79,248
Full	Operating Cost	\$780,420	\$996,028	\$215,608	\$1,211,636	\$431,216
	Peak Buses + 20% Spare	2.4	3.6	1.2	4.8	2.4
	Capital (Bus) Cost	\$960,000	\$1,440,000	\$480,000	\$1,920,000	\$960,000

Total % Change In Operating Costs			28%		55%
County Pays	\$780,420	plus 1/2 increment	\$ 107,804	or	\$ 215,608
Full Co Payment for year			\$888,224	or	\$996,028

*Note: Table shows earliest start date for the new service (late 2009).
The increased service start could be delayed until 2010 or early 2011.*

Proposed Service Link 103 - Fern Park to Sanford

New Link		103	FDOT FY 2011 (7/1/10 - 6/30/11)			
Pattern		Fern Park - Sanford				2nd Year
		FY 2011	FY 2011	FY 2011	FY 2011	FY 2011
		Base 30 Minutes	20 Minute Total	20 Minute Increment	15 Minute Total	15 Minute Increment
Weekday						
	Revenue Hours	34	47	13	60	26
	Revenue Miles	408	564	156	720	312
	Peak Buses	2	3	1	4	2
Saturday						
	Revenue Hours	32	32	0	32	0
	Revenue Miles	384	384	0	384	0
	Peak Buses	2	2	0	2	0
Sunday						
	Revenue Hours	28	28	0	28	0
	Revenue Miles	336	336	0	336	0
	Peak Buses	2	2	0	2	0
Annual						
	Revenue Hours	11,952	15,254	3,302	18,556	6,604
	Revenue Miles	143,424	183,048	39,624	222,672	79,248
Full	Operating Cost	\$811,637	\$996,028	\$224,232	\$1,211,636	\$448,465
	Peak Buses + 20% Spare	2.4	3.6	1.2	4.8	2.4
	Capital (Bus) Cost	\$960,000	\$1,440,000	\$480,000	\$1,920,000	\$960,000

Total % Change In Operating Costs			28%		55%
County Pays	\$811,637	plus 1/2 increment	\$ 112,116	or	\$ 224,232
Full Co Payment for year			\$923,753	or	\$1,035,869

Proposed Service Link 103 - Fern Park to Sanford

New Link		103	FDOT FY 2012 (7/1/11 - 6/30/12)			
Pattern		Fern Park - Sanford				3rd Year
		FY 2012	FY 2012	FY 2012	FY 2012	FY 2012
		Base 30 Minutes	20 Minute Total	20 Minute Increment	15 Minute Total	15 Minute Increment
Weekday						
	Revenue Hours	34	47	13	60	26
	Revenue Miles	408	564	156	720	312
	Peak Buses	2	3	1	4	2
Saturday						
	Revenue Hours	32	32	0	32	0
	Revenue Miles	384	384	0	384	0
	Peak Buses	2	2	0	2	0
Sunday						
	Revenue Hours	28	28	0	28	0
	Revenue Miles	336	336	0	336	0
	Peak Buses	2	2	0	2	0
Annual						
	Revenue Hours	11,952	15,254	3,302	18,556	6,604
	Revenue Miles	143,424	183,048	39,624	222,672	79,248
Full	Operating Cost	\$844,102	\$996,028	\$233,202	\$1,211,636	\$466,403
	Peak Buses + 20% Spare	2.4	3.6	1.2	4.8	2.4
	Capital (Bus) Cost	\$960,000	\$1,440,000	\$480,000	\$1,920,000	\$960,000

Total % Change In Operating Costs			28%		55%
County Pays	\$844,102	plus full increment	\$ 233,202	or	\$ 466,403
Full Co Payment for year			\$1,077,304	or	\$1,310,506

Prepared 4/19/2008